

DATE 0046Z 27 JUN 62

CLASSIFIED MESSAGE

~~SECRET~~

ROUTING					
1	A.D/OSI	4	C.I.9D		
2	D.A.D/KA	5			
3	D.DR	6			

OPERATIONAL IMMEDIATE *OD* *m2 ac*

*ZEJ9C*

OPERATIONAL IMMEDIATE

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

HW

TOR: 0107Z 27 JUN 62

EO 12958 3.3(b)(1) 25Yrs  
(N)

*O.D*  
IN: 40561

TO OPIM  INFO  CITE  5142

OXCART

EYES ONLY COL BEERLI, MR KEEFER, MR PARANGOSKI FROM MR. NELSON

NO NITE ACTION

FLIGHT 15 MADE TODAY, AIRCRAFT AIRBORNE FOR 1 HOUR 39 MINUTES.

BILL PARKS PILOT, HIS SECOND FLIGHT. TAKE-OFF MADE WITH AB AND WATER AT 85,000 POUNDS. ROTATION AT 3800 FEET WITH LIFT OFF AT 4300 FEET. INITIAL CLIMB ON AB TO 20,000 FEET AND 350 KEAS.

AN AB LEVEL FLIGHT ACCELERATION WAS THAT MADE AT 20,000 FEET FROM 300 TO 385 KEAS TO INVESTIGATE TAIL VIBRATION PROBLEM.

AB LEVEL FLIGHT ACCELERATIONS WERE THEN RUN AT 30,000 FEET FROM 280 TO 370 KEAS AND AT 35,000 FEET FROM 300 TO 370 KEAS. SAS PITCH, ROLL, AND YAW DAMPER CHECKS WERE MADE AT 28,500 FEET WITH SATISFACTORY RESULTS. A SIMULATED REFUELING WAS MADE WITH THE F-104.

PILOT REPORTS SOME DIFFICULTY WITH VISION. LANDING CHARACTERISTICS WERE CHECKED AT 30,000 FEET AT 160 - 170 KEAS WITH DAMPERS ON AND OFF. A NON-AFTERTURNER DESCENT WAS MADE AT 160-180 KEAS FOLLOWED BY A RUNWAY FLY-BY AT 300 FEET AND 280 KEAS. FUEL

APPROVED FOR RELEASE  
DATE: AUG 2007

~~SECRET~~

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[REDACTED] 5142 (IN 40561)

PAGE TWO

WAS THEN DUMPED AND A NORMAL LANDING MADE AT 170 KEAS, NO CHUTE,  
WITH ROLLOUT [REDACTED]

THE FLIGHT TODAY WAS MADE PRIMARILY TO FURTHER INVESTIGATE THE PROBLEM OF TAIL VIBRATION. A SPEED OF 388 KEAS WAS REACHED WITH NO NOTICEABLE EFFECTS. 27 JUN 62 FLIGHT IS PROGRAMMED TO EXTEND THIS INVESTIGATION TO 400 KEAS AT 40,000 FEET. IF NO DETRIMENTAL EFFECTS ARE NOTED IN THE TAIL AREA, THE PROGRAM WILL PROBABLY ONCE MORE PICK UP MOMENTUM OR EXTEND THE SPEED AND ALTITUDE ENVELOPE.

END OF MESSAGE

~~SECRET~~